



## 4.0 PERFORMANCE ASSESSMENT

Identification of goals and objectives for a transit agency is a fundamental and critical step in the preparation of a TDP. It is necessary for establishing the framework within which the agency will pursue its established TDP-inspired vision over time. In the 2014 TDP Major Update, Miami-Dade Transit (MDT) developed specific goals, objectives and measures consistent with the Agency’s Mission and Vision. The goals and objectives provide a benchmark for assessment of various projects and initiatives that are proposed, planned and implemented throughout the Miami-Dade transit system.

The goals, objectives, targets, and strategies adopted in the 2014 Major Update were developed within the framework of the definitions described below:

- Goal – A long-term end toward which programs or activities are ultimately directed
- Objective – A specific, measurable, intermediate end that is achievable and allows measurement of progress toward a goal
- Target – A defined performance indicator
- Strategy – A prescribed step for achieving a given goal

This annual update analyzes MDT’s progress in achieving the goals set forth in the 2014 TDP Major Update. Each goal’s status is assessed on a three point scale. This assessment is described below.

Key	Definition
	Goal Exceeded/Ahead of Target
	Goal Met/On Target
	Goal Not Met/Behind Target

#### 4.1 Goal 1 – Improve Convenience, Reliability, and Customer Service of Transit Services

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments	Status
1.1 Improve accessibility to major employment, recreation, educational, healthcare, retail centers, and cultural attractions	Percent coverage of the urbanized area	Provide a minimum of 60% transit coverage of the urbanized area	73%	↑
	Amount of transit service route miles within ¼ mile of major health facilities, recreation, education, employment, cultural and social service facilities	Healthcare: 50 route miles	51.3	↑
		Tourist Attractions and Special attractors: 300 route miles	319.8	↑
		Educational: 100 route miles	108.8	↑
		Major Employment Areas and Employers: 40 route miles	44.2	↑
		Retail Centers: 90 route miles	91.2	↑

Miami Dade Transit’s (MDT) service area serves the majority of the County’s urbanized area, with most areas situated within a quarter-mile of an MDT service. MDT planners develop routes in a manner which provides optimal connectivity to healthcare centers, tourist attractions, educational facilities, major employment areas and retail centers. Maps of the MDT bus network that illustrate connectivity to these various activity centers and attractions are provided in Appendix A5.

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments	Status
1.2 Improve service for transit dependent population	Service coverage of transit supportive areas (TSA) include:	Transit service coverage in route miles within TSAs.		First year measured; subsequent years will target a 1% annual increase to TSAs
	% Population Age 65 & Up		556.7 miles	
	% Low Income Households		740.8 miles	
	% Zero Car Households		435.9 miles	
	% Minority		815.8 miles	
	% Pop Density		854.6 miles	
	% Population Age 18 & Under		518.2 miles	

#### 4.1.1 Transit Signal Priority (TSP)

Through integration with the County's Advanced Traffic Management System (ATMS), major corridors and vehicles will be equipped with Transit Signal Prioritization (TSP) technology which enables communication with each of the traffic signal controllers along major corridors. TSP facilitates improved on-time performance in bus services. Kendall Drive/SW 88<sup>th</sup> Street will be the first major corridor to feature TSP technology. Implementation along SR 94/Kendall Drive/SW 88<sup>th</sup> Street will be completed by April 2015.

**Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services**

Objective	Measure	Target	Accomplishments	Status
1.3 Improve transit service reliability	On-time performance of transit vehicles per mode	Metrorail – 95%	96.6%	↑
		Metrobus – 78%	74.2%	↓*
		STS – 80%	87.8%	↑
	Percentage of missed pullouts	Agency target – 0%	0.2%	↓***
	Achievement of mean distance between service failures	Metrorail – 39,000 miles	42,518	↑
		Metrobus – 4,000 miles	3,758	↓***
		Mover – 6,000 miles	7,302	↑

\*Changes to Metrobus Schedules needed in order to improve on-time performance. Planning & Scheduling Division will evaluate historical running time data and update schedules accordingly. Schedules will be revised and additional buses will be assigned to routes as necessary. It is likely that not all routes with on-time performance deficiencies will be addressed within the course of one line-up due to fiscal and equipment constraints.

\*\*Spare ratio of the Metrobus fleet would need to increase from 20% to 30% in order for this target to be achieved.

\*\*\*Approximately 88% of MDT’s Metrobus fleet consists of standard 40’ buses which (as of December 2014) have an average age of 11.22 years. MDT has extended the fleet life from 12 to 14 years by doing additional heavy maintenance. In 2016, MDT anticipates delivery of 542 standard 40’ buses which will lower the average age of the Metrobus fleet and facilitate achievement of the mean distance between service failure targets for Metrobus.

**Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services**

Objective	Measure	Target	Accomplishments	Status
1.4 Match transit service coverage with passenger demand	Number of average daily boardings per mode	Metrorail - 67,000	73,500	↑
		Metrobus – 241,000	241,900	↑
		Mover – 30,000	32,200	↑
	Hours of transit service/service population	Provide a minimum of 1.5 hours of transit service/service population	1.6	↑

4.1.2 Miami-Dade Transit Service Standards

Miami-Dade Transit established specific transit service standards for bus service to assess annual operational performance. Revised service standards were adopted by the Miami-Dade Board of County Commissioners (BCC) in November 2009. MDT continues to implement route changes in accordance with the adopted service standards resulting in more efficiencies and lower operating costs.

MDT is updating its service standards to define service types, create service families, and create a framework to support the development of a Frequent All-Day Service Transit (FAST) Network. As part of this project, MDT is also developing design guidelines for bus stops, stations, terminals, and transit centers specific to each service type. The new service types and service families, along with the service standards and performance measures, will guide MDT decisions regarding service function, expansion, modification, reduction or elimination of transit service. Classification of service types will reduce service overlap and improve service performance evaluations. Well defined service types will ensure that performance comparisons are based on the performance of that specific service type. This project began in December 2014, and is expected to be complete by the end of 2015.



**Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services**

Objective	Measure	Target	Accomplishments	Status
1.5 Improve transportation facilities' and services' regional connectivity	Number of transit service route miles in corridors of regional significance	Provide a minimum of 90% bus route miles in corridors of regional significance	75%	→ *
	Percent coverage of Strategic Intermodal System (SIS) roadway facilities with transit service	Introduce four (4) new express bus routes along SIS roadway facilities by 2024	* I-95 Express: 2 new routes on track for implementation (2015) * SR 836 Express: 3 new routes on track for implementation (2019)	↑
	Percent of SIS facilities (airport/port/etc.) served by transit	100% of Miami-Dade County SIS facilities served by transit	100%	↑
	Percent of Miami-Dade County Tri-Rail stations served by MDT	100% of Tri-Rail Stations serviced by transit	100%	↑

\* MDT will conduct a Transit Market Analysis for the East-West/SR 836 Express Bus Corridor to identify high potential transit corridors that will utilize SR 836 to connect neighboring communities, major origins/destinations, and hubs with the MIC, Brickell, Downtown Miami. The study will focus on potential transit corridors to and from the SR 836 Corridor from NW 41st /36th Street to the north, 147<sup>th</sup> Avenue to the west, Biscayne Boulevard/US 1 to the east and SW 24<sup>th</sup> Street/Coral Way to the south.

The study objective is to identify potential transit corridors including express lanes and complimentary parallel arterial roadways, for a cost feasible and implementable transit solution that would have a strong positive impact on mobility in Miami-Dade County and result in additional bus route miles along corridors of regional significance. For the purpose of this study, SR 836 will serve as the trunk of the system and the other major corridors will serve as branches. This project is scheduled for completion by June 2016.

### 4.1.3 Pedestrian Overpass at University Metrorail Station

This project encompasses the construction of a Pedestrian Overpass over US-1/South Dixie Highway to serve the University Metrorail Station. This overpass is a low-profile pedestrian bridge structure comprised of two vertical circulation towers providing access/egress to the pedestrian bridge that spans across US-1/South Dixie Highway. The project is located at the intersection of Mariposa Court and SR 5/US-1/South Dixie Highway. This project is scheduled for completion by April 2016.



Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments	Status
1.6 Improve service accessibility for non-motorized modes (e.g., bicycle, pedestrian connections)	Identification of non-motorized access deficiencies at transit hubs	Complete prioritized list of non-motorized access deficiencies at transit hubs by 2016	100%	↑
	Enhancement of non-motorized trails within transit facilities	Coordination with the Underline Project	Ongoing Coordination	↑
1.7 Improve customer satisfaction	Number of customer complaints per 100,000 boardings by mode	Metrorail – 1.5 complaints	1.6	↓ *
		Metrobus -15 complaints	19.39	↓ *
		Metromover - 0.5 complaints	0.53	↓ *
		STS – 0.5% complaints	0.2	↑

\*Survey respondents for this year’s annual update indicated that on-time performance should be MDT’s top priority over the next ten years. Planning & Scheduling Division will evaluate historical running time data and update schedules accordingly.

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments	Status
1.8 Implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system	Number of transportation improvements projects that result in the deployment and operation of new technologies (i.e., GPS)	Implementation of CAD/AVL project by 2015	Factory Acceptance Testing Complete; Project on track for completion by December 2015	↑
		Installation of real-time signs at high ridership locations by 2015	Installation schedule is on track to begin in 2015	↑
1.9 Increase bicycle parking/storage at MDT facilities and vehicles	Number and type (including covered) of bicycle parking spaces at MDT facilities	Increase bicycle parking by one percent (1%) per year	8 new bicycle parking spaces installed at the Museum Park Metromover Station. Inventory increased by 2.3% in 2014	↑
	Number of three-position bicycle racks on MDT buses	Install three-position bicycle racks on 200 MDT buses by 2015	203 installed	↑

#### 4.1.4 CAD/AVL System Replacement

MDT plans full implementation of the Bus Tracker System / Computer Aided Dispatch/Automated Vehicle Locator (CAD/AVL) technology project by replacing the infrastructure, on-board equipment, back-office and communications hardware and software – the systems currently used to manage and monitor the transit fleet. The project will facilitate delivery of real time bus predictive arrival/departure via the Internet, to mobile devices and electronic signs, using the County’s satellite/radio technologies.

Upgrading and replacing this infrastructure will greatly improve managing and dispatching the transit fleet by providing real time bus bunching, service performance, vehicle diagnosis, on demand or subscription alerts; enabling remote video look in and on-board PA announcements; and centralized incident management. Full implementation is targeted to be completed by December 2015.

#### 4.1.5 Real-Time Analytics and Reporting for Operational Efficiencies

MDT is actively seeking funding for projects that will enhance operational efficiencies by developing public/private partnerships to interface with external data sources such as traffic management data, video feeds, and major detours/incidents affecting transit service delivery.

#### 4.1.6 Real-Time Signs

In 2015 MDT is partnering with Clever Devices to implement a pilot sign program at five locations on the Kendall Drive Corridor (SW 88<sup>th</sup> Street). A detailed installation plan is set to be approved in March, installation permits are scheduled for approval in May and the five pilot signs are anticipated to be installed by August 2015. Subsequent to a successful pilot program, the MDT Steering Committee will identify locations for the remaining 70 signs, and anticipates completing final installation by March 2016.



#### 4.2 Goal 2 – Improve Operational Safety and Security

Goal 2: Improve Operational Safety and Security				
Objective	Measure	Target	Accomplishments	Status
2.1 Reduce accidents on transit vehicles	Bus accident rate per 100,000 miles	3.77 per 100,000 miles	3.01	↑
	Bus preventable accident rate per 100,000 miles.	1.50 accidents per 100,000 miles	1.38	↑
2.2 Make transit vehicles and facilities a secure environment for customers	Total number of functioning video camera surveillance systemwide:	Installation and maintenance of a total of 13,153 video cameras systemwide by 2019	744 as of 12/31/2014	→
	Number of transit facilities with camera surveillance	54 transit facilities with camera surveillance	15 facilities equipped as of 12/31/2014	↑
	Number of transit vehicles with camera surveillance	1,025 transit vehicles with camera surveillance	842 vehicles equipped as of 12/31/2014	↑
	Number of security post inspections	Provide a minimum of 750 post inspections per month	924	↑
	Number of systemwide NTD Reportable Part One (1) Crimes (Serious) per 100,000 riders (monthly moving average)	Part 1 Crimes (Serious) - 0.30 per 100,000 riders	0.28	↑
	Number of systemwide NTD Reportable Part Two (2) Crimes (Petty) per 100,000 riders (monthly moving average).	Part 2 Crimes (Petty) - 1.62 per 100,000 riders	1.37	↑

##### 4.2.1 Systemwide Safety and Security Upgrades

MDT’s commitment to the safety and security of the MDT system, patrons, and employees is a high priority. In an effort to further complement its existing security infrastructure, MDT continues to aggressively add state-of-the art technology to both reduce crime and to aid law enforcement in proactively securing and safeguarding the transit system. To that effect, Miami-Dade Transit will purchase security equipment to upgrade their closed circuit camera television (CCTV) and continue the replacement of its fire detection and reporting systems.

### 4.3 Goal 3 – Improve Coordination and Outreach

Goal 3: Improve Coordination and Outreach				
Objective	Measure	Target	Accomplishments	Status
3.1 Enhance outreach opportunities to educate the community on transportation issues and highlight transit service benefits such as service reliability, passenger cost savings, and environmental benefits	Number of community/stakeholder outreach events per measure.	Conduct a minimum of two (2) public outreach events for community/stakeholder per month.	135 outreach events in 2014; 243 total events including Cold Calls, Client Meetings, New County Employee Orientation and New Accounts	↑
	Number of social media endorsements	Monitor number of social media endorsements.	<i>Twitter:</i> 144 Tweets per month 215 Mentions per month 1,407 new followers 1,772 total followers <i>Facebook:</i> 4 Likes per post 2 Shares per post 1,047 total Page Likes	↑
	Number of transit dependent outreach events per year.	Conduct a minimum of six (6) public outreach events for transit dependent population per year.	More than six events were held for transit dependent populations in 2014	↑

Goal 3: Improve Coordination and Outreach				
Objective	Measure	Target	Accomplishments	Status
3.2 Increase coordination between regional and local transportation providers to provide better multimodal connections	Number of coordination events with municipal providers.	Conduct semi-annual coordination meetings with local transit service providers	36 meetings	↑
	Number of coordination events with regional service providers (BCT, Tri-Rail, PalmTran).	90% attendance rate by MDT at regional transportation service providers coordination meetings.	12/13 meetings attended for an 92% attendance rate	↑
3.3 Coordinate municipal transit service options that complement each other to avoid duplication of services	Execution and monitoring of the number of current Interlocal Agreements as required by Code.	100% of executed Interlocal Agreements required.	100%	↑

#### 4.3.1 Collaboration of Regional Transportation Initiatives

##### 4.3.1.1 Bus-on-Shoulder program

In addition to Bus Rapid Transit in dedicated lanes and Arterial BRT, rapid transit can be implemented along expressway corridors. For instance, buses can use shoulder lanes to by-pass slow traffic, thus reducing their travel time and staying on schedule.

Operation of express transit routes on expressway shoulders is one of the most affordable options for implementing rapid bus service along expressways because it is less expensive to modify existing shoulders than it is to construct new roadways. Miami-Dade Transit in partnership with the Miami-Dade Expressway Authority, Florida Department of Transportation, and the Florida Turnpike Enterprise, is planning on expanding the Bus-on-Shoulder program to include all expressways in the County. Express bus service on bus-only shoulders increases the reliability and attractiveness of public transportation. With this in mind, shoulders are designed adequately and a commitment must be made to maintain them free of debris.





#### 4.4 Goal 4 – Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	Measure	Target	Accomplishments	Status
4.1 Apply transportation and land use planning techniques, such as transit-oriented development (TOD), best practices in architecture and landscape architecture that support intermodal connections and coordination and promote placemaking strategies	Identify TOD opportunities at Metrorail Stations	Complete study of TOD feasibility at Metrorail Stations by 2017	Study not yet started	⇒
	Identify TOD opportunities at Miami-Dade Busway Stations	Complete study of TOD feasibility at South Miami-Dade Busway Stations by 2019	Study not yet started	⇒
	Encourage opportunities for access to healthy food options near transit stations including farmers markets	Number of farmers markets events held at transit facilities	108 Farmer's Markets hosted at Metrorail Stations	↑
4.2 Promote transit service projects that support urban infill and densification	Number of transit service route miles within the Urban Infill Area (UIA)	Provide a minimum of 1,400 transit service route miles within the UIA	1,402 miles	↑

#### 4.4.1 Current Joint Development and Transit Oriented Development Projects

**Brownsville Metrorail Station:** On June 23, 2010, MDT broke ground for the construction of the Brownsville Transit Village, a 5.8-acre, joint-development project next to the Brownsville Metrorail station. The project is being built in five phases, each geared toward providing housing for workforce families, the elderly and the entire Brownsville community. The project will include approximately 466 workforce housing units, with five (5) mid-rise apartment buildings, townhomes and a 706-space parking garage with 100 spaces reserved for transit patrons and the balance reserved for residents and retail customers. Ground-floor commercial space and Metrorail station improvements, such as an additional passenger drop-off lane and attractive landscaping are also planned.



Brownsville Transit Village residents will benefit from immediate access to Metrorail and amenities such as a community center, a computer lab and an exercise room. In addition, onsite community programs will offer literacy training, health and nutrition classes, and first-time homebuyer seminars. The first four phases of this project were completed in 2012. Phase five will be completed in 2015.

**NW 7<sup>th</sup> Avenue Transit Village (NW 7<sup>th</sup> Avenue and NW 62<sup>nd</sup> Street):** This MDT joint development project will provide an enhanced transit facility within the context of an active, mixed-use development including space for housing, community-serving activities and functions in addition to retail use. This project includes 25 park-and-ride spaces. The project is ongoing and is scheduled for completion in September 2015.





**Brickell City Centre:** Brickell City Centre is a 5.4 million square foot, 9.1 acre, \$1.1 billion commercial mixed-use project being developed by Swire Properties in the Brickell area along South Miami Avenue between SE 6<sup>th</sup> Street and SE 8<sup>th</sup> Street. As a result of the agreements awarded to the developer, a portion of a multi-level condominium parking garage will be constructed on a small vacant parcel of transit property and the development will be integrated into the Eighth Street Metromover Station.

The developer is planning to provide direct access to the station at the ground level and to construct a third level “sky lobby” over the station which will also provide direct access from the development into the station. The developer will also construct additional elevator and escalator access into the station and provide enhanced landscaping on Metromover property within the development. All of these improvements will also be maintained by the developer. Construction activities at this site are ongoing.

**Palmer Lake:** On June 2, 2009 the BCC passed Resolution 728-09 requesting a charrette area plan study for the area bounded by the Miami River on the north and east, NW 37<sup>th</sup> Avenue on the west and the Tamiami Canal on the south. The area is immediately east of the new MIC and in close proximity to MIA. As a result of the charrette process a plan containing recommendations for the future development of this area has been developed. The BCC adopted these recommendations on May 1, 2012 which will form the basis of future land use policy development for the area. In 2013, the area known as Palmer Lake was rezoned to the Palmer Lake Metropolitan Urban Center District.

MDT acquired approximately three (3) acres of property within the study area for the construction of the AirportLink, the extension of Metrorail connecting the Earlington Heights Station to the MIC. Only a small portion of the property was needed for the placement of Metrorail columns. Recommended uses for the remaining MDT property include a water taxi terminal, police station, a cargo shipping facility and/or use as public waterfront access and park area.

**Okeechobee Metrorail Station:** Approximately four (4) acres of MDT property immediately adjacent to the Okeechobee Metrorail Station has been transferred to the Public Housing and Community Development Department (PHCD). That department is in the process of negotiating a 99-year ground lease with the City of Hialeah. The City is planning to construct an affordable senior housing development on the property containing approximately 100 units of affordable senior housing with some incidental retail space.

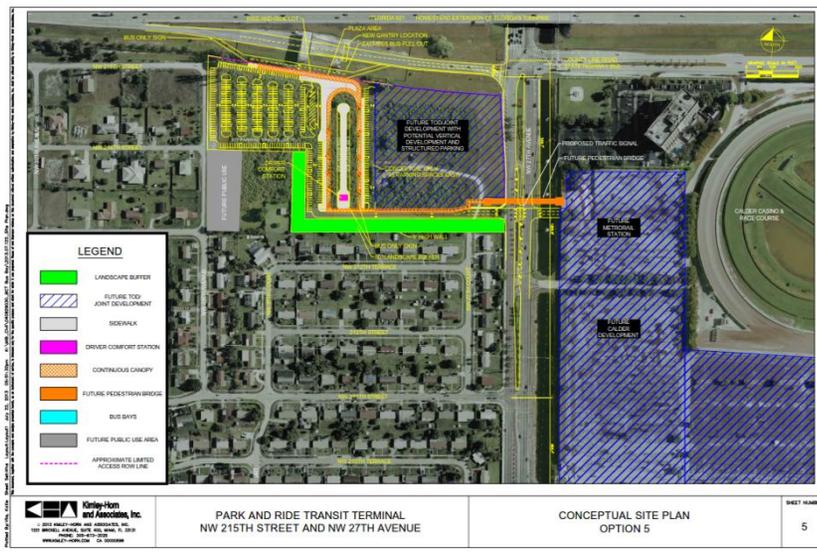


**Northside Metrorail Station:** MDT property adjacent to the Northside Metrorail Station containing approximately 3.3 acres was also transferred to the PHCD. A developer has been selected for a joint development project as a result of an Invitation to Negotiate process. The proposed development will be carried out in four phases with two family and two senior developments consisting of approximately 438 total units of one bedroom up to four bedroom units and approximately 20,000 square feet of retail/commercial space with a total estimated development cost of \$88.1 million. The development will contain a total of 598 parking spaces of which 250 will be dedicated for the exclusive use of transit patrons.

**Senator Villas:** This County-owned site is located on SW 40<sup>th</sup> Street between SW 89<sup>th</sup> Avenue and SW 89<sup>th</sup> Court, and will be developed by the County as a 23-unit affordable senior housing apartment building with a small transit park-and-ride lot reserved for transit patrons.

**NW 27<sup>th</sup> Avenue and NW 215<sup>th</sup> Street (Unity Station):** A 14-acre parcel of land located at the southwest quadrant of the intersection of NW 27<sup>th</sup> Avenue and NW 215<sup>th</sup> Street was purchased by Miami-Dade County. The County has completed a study to cultivate recommendations for the development of this property.

The recommendations include development of a transit terminal adjacent to NW 27<sup>th</sup> Avenue. Enhanced bus service along the NW 27<sup>th</sup> Avenue corridor is planned to be implemented in conjunction with the construction of the terminal which will include bus bays with passenger shelters and a park-and-ride lot.



The study recommends that the remaining property be designated as a Community Urban Center (CUC) which calls for moderate to high-intensity, mixed use development. Such development may contain institutional, office and retail in an environment that encourages pedestrian activity with a defined, transit oriented center. This facility is anticipated to open in 2019.

**Caribbean Boulevard:** MDT property located on Caribbean Boulevard and US-1 adjacent to the Busway was transferred to the Public Housing and Community Development Department. As a result of an Invitation to Negotiate process a developer has been selected for this property. The developer has proposed a multi-phase, mixed-use high-rise and mid-rise development of approximately 170 affordable housing units with approximately 12,500 square feet of retail/commercial space.

The development will also include a parking garage with 150 spaces dedicated to the Busway patrons. The total estimated development cost is \$46.1 million. This project is anticipated to be complete in December 2020.



**Douglas Road Metrorail Station:** The County issued an RFP in 2014 for a long-term lease for the joint development of this site which will produce a significant long-term source of revenue for MDT which would help to offset expenses, focus density around the station and promote increased patronage of the Metrorail System. This project is anticipated to be complete in January 2020.

#### 4.4.2 Future Joint Development and Transit Oriented Development Projects

Miami-Dade County will pursue joint development opportunities at Palmetto, Coconut Grove South Miami Metrorail Stations and the park-and-rides located along the Busway at Quail Roost Drive and SW 152<sup>nd</sup> Street, Omni Bus Terminal, as well as at other locations in the future.

**South Miami-Dade Busway and SW 296<sup>th</sup> Street:** The County will issue an RFP for a long-term lease for development of this site as a TOD. The northernmost portion of the site is improved with an existing park-and-ride facility that contains 140 parking spaces to serve Busway patrons.

The proposed development of this site will not affect the existing park-and-ride use already established on the property. Rather, the proposed joint development project is expected to enhance the Busway and existing park-and-ride facility by introducing a commercial component to this site which will provide amenities for transit patrons and focus density around the station.

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	Measure	Target	Accomplishments	Status
4.3 Reduce fossil fuels consumption through the consideration of alternative fuel vehicle technology	Number of hybrid technology buses in MDT fleet	Procure an additional 39 diesel/electric hybrid articulated buses by 2019	Purchase of 43 electric hybrid buses is expected in 2015	↑
	Increase number of alternative fuel vehicles.	Advertise a Request for Proposals (RFP) for alternative fuel vehicles by 2015	MDT issued RFP to purchase/lease 300 CNG buses. Procurement is ongoing	↑

#### 4.4.3 Compressed Natural Gas Bus Retrofit Public-Private Partnership

After evaluating various alternative fuels, MDT has decided to transition its bus fleet to clean-burning, compressed natural gas (CNG). MDT issued a Request for Proposal for a Public Private Partnership (P3) to transition the fleet to CNG. The procurement process is currently ongoing.

MDT will select an experienced CNG developer that will oversee the conversion of MDT heavy fleet vehicles to CNG. Specifically, through the Master Developer Agreements, MDT intends to form a public-private partnership with the selected Proposer(s) that allows the MDT to take advantage of the savings associated with the use of CNG for its fleet. The Program objectives to be achieved by the selected Proposer(s) include the following:

1. Design, build, finance, operate and maintain CNG fuel service stations;
2. Upgrade existing County infrastructure including upgrading and/or converting MDT maintenance facilities and existing fuel stations to provide CNG;
3. Purchase and/or lease CNG powered buses;
4. Supply CNG; and
5. Generate revenues for the County through the sale of CNG to third parties

#### 4.4.4 Metrobus New Vehicle Replacement

Miami-Dade Transit continues to implement its bus replacement program. Funding for this program was provided through various sources including the PTP, FDOT and Federal funding sources. MDT's bus fleet is continuously aging; therefore an aggressive bus replacement plan is in place to ensure compliance with the FTA's bus retirement criteria (500,000 miles/12 years of service life).



Table 4-1 provides MDT's diesel/electric hybrid bus procurement scheduled for 2015.

**Table 4-1: MDT Diesel/Electric Hybrid Bus Procurement Schedule**

Project	Bus Type	Bus Size	No. of buses to be procured	Scheduled Completion
South Miami-Dade Busway	Low floor Hybrid BRT	60 ft	2	2015
Biscayne Enhanced Bus Service	Low floor Hybrid BRT	60 ft	18	2015
South Miami-Dade Busway	Low floor Hybrid BRT	60 ft	12	2015
NW 27 <sup>th</sup> Ave EBS	Low floor Hybrid BRT	60 ft	11	2015

Source: Miami-Dade Transit, 2014.

Table 4-2 provides the Bus Replacement/Enhancement Schedule in accordance with the FTA bus retirement criteria.

**Table 4-2: MDT Bus Replacement/Enhancement Schedule**

Year	Total Replacement/Enhancements	
	40 ft	60 ft
2016	542	20
2017	108	10
2018	76	0
2019	0	0
2020	0	0

Source: Miami-Dade Transit, 2014.



**4.4.5 Metrorail New Vehicle Replacement**

The Miami-Dade Board of County Commissioners (BCC) and the Citizens’ Independent Transportation Trust (CITT) in March 2008 approved the \$401 million procurement of 136 new rail vehicles for replacing the existing fleet.

The new vehicles will feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance and operations. Delivery of the new vehicles is currently projected to commence in 2016.

Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment				
Objective	Measure	Target	Accomplishments	Status
4.4 Facilitate connections between transportation modes	Number of multimodal transit hubs	Complete construction of a minimum of 3 multimodal transit hubs by 2019	Three facilities are scheduled for completion by 2019: * Park-and-ride at Busway & SW 344 St * NETHE at NE 163 St * Dolphin Station	↑
	Coordinate with Broward County Transit (BCT) and Palm Beach County Transit (PalmTran) in the regional smart card program.	Integration with BCT and PalmTran in the regional smart card program by 2015	Implementation Planned by Summer 2016	↓*
4.5 Continue to examine the provision and utilization of special-use lanes (Express lanes) on the existing system for transit use	Increase number of routes operating on express lanes	Introduction of three (3) new express bus routes on express lanes by 2019	Two routes serving the Health District are scheduled for 2015: 195BC from Broward Blvd and 195SC from Sheridan St	↑

\*The Regional Smart Card Program is currently in the Request for Proposal process. A previous Request for Proposal was issued and only one team bid on said proposal. The cost estimate provided by the team was higher than what was budgeted for the entire program. Thus, the deployment date has been delayed.

#### 4.4.6 Multimodal Transit Hubs

**Golden Glades Intermodal Terminal:** The center will feature a multi-story parking garage with 920 spaces, a surface parking north lot with 223 spaces, and a surface parking south lot with 545 spaces, equaling to a total of 1,688 parking spaces. The complex will also feature 4,500 square feet (sqft) transit hub, 10,450 sqft retail space, 945 sqft break lounge for transit use. Project will also include improved bicycle and pedestrian amenities.

**Busway and SW 344<sup>th</sup> Street (Florida City):** Miami-Dade Transit is planning to build a 266-space parking lot with bus bays and shelters, to be located west of the southern end of the Busway between NW 2<sup>nd</sup> Avenue and NW 3<sup>rd</sup> Avenue at SW 344<sup>th</sup> Street (Palm Drive) in Florida City. Design and relocations are complete. Construction is in progress. The project's estimated completion date is March 2015.

**Dolphin Station (HEFT and NW 12<sup>th</sup> Street):** Property owned by FDOT located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12<sup>th</sup> Street has been identified as a strategic location for a Transit Hub with a park-and-ride facility. This transit hub will support the SR 836 Express Bus Service project and provide a potential terminus or stop for several local bus routes serving the Dolphin Mall and nearby cities of Sweetwater and Doral.

This transit hub also provides potential for a future commuter rail station serving future passenger rail service along the CSX line. MDT has partnered with the Miami-Dade Expressway Authority (MDX) to advance the completion date of this project. This project is estimated to be complete in December 2017.



#### 4.5 Goal 5 – Maximize the Use of All Funding Sources

Goal 5: Maximize Use of All Funding Sources					
Objective	Measure	Target	Accomplishments	Status	
5.1	Achieve a sustainable transit financial plan that maximizes existing and pursues innovative and new funding sources	Implement a sustainable transit financial path	Complete two (2) additional corridor financing studies by 2019	Procurement stages for Unity Station (NW 27 Ave & 215 St) TOD; Beach Corridor Transit Financing Study will begin soon	↑
5.2	Optimize operations and maintenance expenses.	Decrease systemwide cost per revenue mile	Maximum cost per revenue mile not to exceed \$9.00	\$9.27	↓ *
		Decrease systemwide cost per revenue hour	Maximum cost per revenue hour not to exceed \$120.00	\$126.58	↓ *
5.3	Identify alternative project delivery methods	The number of projects that are built through alternative delivery methods (i.e., Public- Private Partnerships (PPP), Transportation Infrastructure Finance and Innovation Act (TIFIA), State Infrastructure Bank Loans, Design, Build, Operate and Maintain, and Concession agreements etc.)	Completion of two (2) PPP development projects by 2024	NW 7 Ave Transit Village is on track for completion in 2015  Unity Station TOD is on track for completion in 2019	↑
5.4	Increase passenger fare revenue	Annual Farebox recovery ratio for Metrorail, Metrobus and STS	Maintain a systemwide minimum farebox recovery ratio of 25%	25.00%	↑

\*Increases in systemwide cost per revenue mile and cost per revenue hour may be attributed to the continued aging of MDT's Metrobus and Metrorail fleets which result in higher maintenance costs. As of December 2014, MDT's Metrobus fleet has an average age of 10.62 years (includes standard 40' buses, articulated buses and mini buses). MDT has a bus replacement/enhancement plan in place (please refer to Table 4-2) which will significantly lower the average age of the Metrobus fleet. As of December 2014, MDT's Metrorail fleet has an average age of 32 years and is in need of replacement. Delivery of 136 new Metrorail vehicles is anticipated to begin in 2016.



#### 4.6 Goal 6 – Maximize and Expand Transit Services

Goal 6: Maximize and Expand Transit Services				
Objective	Measure	Target	Accomplishments	Status
6.1 Upgrade and maintain existing transit infrastructure and facilities in a state of good repair	Increase capital expenditure on Infrastructure Renewal Program (IRP)	10% of deferred maintenance of funded IRP projects/unfunded IRP projects	For the period FY 2015 to FY 2020, MDT's IRP is funded at or above the 10% established target	↑

##### 4.6.1 Lehman Yard Rehabilitation – Expansion Phase I

Miami-Dade Transit is constructing five (5) storage tracks and two (2) Maintenance of Way (MOW) tracks at the existing Metrorail Lehman Center Facility. This expansion is necessary to provide the required storage and transition facility in support of the new 136 Metrorail vehicles scheduled to begin delivery in 2016. This project is scheduled for completion in April 2015.

##### 4.6.2 Lehman Center Test Track

Miami-Dade Transit is constructing a new test track (2,500 feet) at the existing Metrorail Lehman Center Facility. The test track will provide the necessary infrastructure to support the existing Metrorail fleet as well as the 136 new Metrorail vehicles to be delivered beginning in 2016. This project is scheduled for completion in April 2015.

##### 4.6.3 Metrorail Central Control Upgrade

This project will update the existing Metrorail portion of the MDT Control Center replacing the existing 25-year-old system and expanding it to handle the new Orange Line Metrorail Extension. This upgrade and expansion will ensure that switches and communications are automatically executed by the train control system for safe and reliable service operations for the Metrorail system. This project is scheduled for completion by March 2015.

#### 4.6.4 Infrastructure Renewal Projects (IRP)

**Metrorail Bike Path Improvements (M-Path):** The Metrorail bike path consists of approximately eight miles of asphalt and concrete surfaces running under or adjacent to the Metrorail guideway. The project consists of repairs to the asphalt and concrete surfaces, installation of traffic and way finding signs, installation of crosswalk pavement markings, pedestrian signals and other safety improvements in accordance with the M-Path Master Plan. The Path is within MDT's right-of-way under the existing elevated Metrorail Guideway. The project will be completed in March 2015.



**Dadeland South Intermodal Station:** The Dadeland South Intermodal Station project includes facility improvements to the parking garage, roadways, signage, fencing, painting, landscaping, canopy, escalators, and lighting up-grades. The project is in final design. The estimated completion date is September 2016.

**Electric Engine Cooling Fan System:** Existing conventional hydraulic cooling system will be retrofitted with an electric engine cooling fan system on an estimated 100 MDT buses. This project is scheduled for completion in January 2015.

**Metrorail Acoustical Barrier Replacement:** The Metrorail guideway has approximately 12,000 feet of metal acoustical barrier panels. Rusting of the metal connections escalated safety concerns and MDT decided to replace these panels and purchased acoustical barriers and hardware for an additional 8,000 feet; in-house forces will install the replacement barriers as well as the additional 8,000 feet in specific areas identified by the Project Development and Environment (PD&E) noise study. This project is scheduled to be completed in December 2017.

**Coverboard Replacement for Metrorail:** This project includes the procurement and installation of 53.3 miles of coverboard and brackets, 28,150 insulators and 800 hurricane anchors, Installation will be completed by an in-house crew. The project is anticipated to be completed in December 2017.

**Rail Fastener Replacement:** MDT will replace 50,000 rail fasteners and shims in mainline curves. The scope of work includes core drilling and replacing anchor bolt inserts. This replacement project is critical in order to ensure the rail system is in compliance with mandated track standards issued by FTA and MDT. This project is scheduled for completion in December 2016.

**Metrorail and Metromover Girder and Pier Coating:** This project will protect the girders and piers from weathering and improve the aesthetic appeal of these systems by concealing all the construction joints and repairs that have been done over

past 25 years. Also included is the clearing of drains that are causing stains on piers. This project is scheduled to be completed in December 2017.

**Parking Garage Fire Suppression:** Miami-Dade Transit will perform repairs to the fire protection systems for parking garages at Dadeland South, Dadeland North, Earlington Heights and Okeechobee Metrorail stations. These repairs include the replacement of all sprinkler heads, flow switches, tamper switches, gate valves, inspector test flow valve assemblies, and various sections of sprinkler piping. The project is scheduled for completion in January 2015.

**Roof Repair for Bus Garages:** Miami-Dade Transit plans to install new roofing at the Central Bus Garages and Offices. The scope of work is in the process of being revised to match allocated funds. The project is scheduled for completion in July 2017.

**Bus Garage Plumbing Improvements:** The original scope of work for the project includes renovation of existing bathrooms at the Central Bus Facility, Procurement Office, Materials Management, Fuel Island and Warranty Administration. The project scope is being revised to match available funding. Currently, the focus of this project is the renovation of the existing bathrooms at the Central Bus Facility OEI Building 2nd Floor. The project is scheduled for completion in January 2017.

#### 4.6.5 ARRA Funded Projects

**Palmetto Station Traction Power Sub Station:** This will be a Design/Build procurement to install a new Traction Power Sub Station at the existing Palmetto Metrorail station. Completion of this project is necessary to provide the required minimum higher 600 Volts Direct Current (VDC) for the 136 new Metrorail vehicles starting delivery in 2016. The former system provides less voltage at the Palmetto Station and will not be able to operate new vehicles. The project is scheduled for completion in March 2015.

**Transit Operations System Replacement Project:** The Transit Operations System (TOS) is over 20 years old and at the end of its life cycle with numerous software limitations. This project replaces the current manual processes of Miami-Dade Transit's mission-critical Operator Workforce Management System, with state-of-the-art technology, automating critical operational functions: operator bidding, dispatching, work assignment, bus availability, time keeping and operator performance management.

The new system will interface with other MDT systems including: fixed-route scheduling system, Automated Fare Collection-Smart card system, Miami-Dade County Payroll System, Computer-Aided Dispatch/Automated Vehicle Location System (CAD/AVL), Enterprise Asset Management System (EAMS), Random Drug and Alcohol Substance Abuse System, Disciplinary Action Reporting System and the Automatic Passenger Counter (APC) system.

This new system will greatly improve line-up timing and process as well as significantly improve bus and rail operational effectiveness and efficiencies by reducing labor costs and increasing data accuracy. The Notice to Proceed was issued on March 25, 2013, with anticipated completion in June 2015.

**Metromover Closed Circuit Television Camera Replacement and Installation:** MDT has set forth the installation of new digital cameras at all Metromover Station platforms with Network Video Recorders (NVR) for independent 24/7 recording. The new recorders will be networked into the MDT Video System and new digital displays will be installed at the Mover Central Control. The project is scheduled for completion in May 2015.

**Existing Metrorail Stations (Part 2B) Graphics and Signage Retrofit:** The project requires the selected contractor to furnish, install signage and graphics system for twenty (20) Metrorail Stations in accordance with the Contract Documents and industry standards. The project includes supplementing the completed way finding signage and graphics system created to provide information about the location of Metrorail stations, parking garages and parking surface lots serving Metrorail Stations.

The work includes permitting, installation, changing refurbishments and removal of signage in twenty (20) stations. Also included are all required materials to furnish signage, all equipment, labor, services and incidental items required to complete the work as per the contract documents. This project is scheduled for completion in February 2015.

**MDT additional elevators at Dadeland North Metrorail Station:** Since its completion in 1984, the Dadeland North Metrorail Station's use has increased dramatically through the years. Because of increasing ridership at the Dadeland North Metrorail Station, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. MDT is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. MDT is currently in the consultant selection process for design services. The estimated project completion date is May 2019.

Goal 6: Maximize and Expand Transit Services				
Objective	Measure	Target	Accomplishments	Status
6.2 Implement new expanded transit service in areas that exhibit growing passenger demand and land use densities	Proposed plans for transit service expansion	Implement six (6) new transit service expansion routes by 2024	836 Express project is fully funded. Lines A and B are on target to begin revenue service in 2019. Line C is on target to begin revenue service in 2017.	↑

#### 4.7 Goal 7 – Transit System Shall Fully Meet the Requirements of the Americans with Disabilities Act (ADA)

Goal 7: Transit System Shall Fully Meet Requirements of the Americans with Disabilities Act (ADA).					
Objective	Measure	Target	Accomplishments	Status	
7.1	Maintain a transit fleet that is 100% wheelchair-accessible with working lifts and/or level boarding and working securement devices	Complete daily pre-trip inspections (including wheelchair/ramp/tie down inspection)	100% adherence	100%	↑
		Adherence to preventative maintenance program (including wheelchair/ramp/tie down inspection)	90% adherence	90%	↑
7.2	Upgrade areas within quarter (¼) mile of the South Miami Dade Busway (from Dadeland South Station to SW 200 <sup>th</sup> Street) to ensure that these areas are 100% wheelchair-accessible	Completion of ADA Pedestrian Improvement project by target date	Completion of project by 2016	Project is in the procurement process.	↑
7.3	Implement travel training program to teach passengers with disabilities how to use fixed route service	Get contractor in place to provide training program	Implement travel training program by 2019	Funding to implement training program has not yet been identified	⇒

##### 4.7.1 ADA Pedestrian Improvements along the Busway

Miami-Dade Transit plans to implement ADA pedestrian improvements within a quarter (1/4) mile radius of bus stations along the South Miami-Dade Busway Phase I alignment from Dadeland South Metrorail Station to SW 200<sup>th</sup> Street Station to provide better accessibility. Infrastructure improvements include the construction of sidewalks, ramps and crosswalks. The ADA Pedestrian Improvement project along the Busway is scheduled for completion in June 2016.

Goal 7: Transit System Shall Fully Meet Requirements of the Americans with Disabilities Act (ADA).				
Objective	Measure	Target	Accomplishments	Status
7.4 Future design of Enhanced Bus Service (EBS) projects will include pedestrian access within ¼ mile of proposed transit stations	Percent of EBS projects entering final design starting in 2015	100% of all projects	NW 27 Ave Corridor project is on hold pending MPO determination of priority. Corridor will likely be converted to BRT.	→
7.5 Future design of Park-and-Ride projects will include pedestrian access within ¼ mile of the site	Percent of Park-and-Ride projects entering final design starting in 2015	100% of all projects	Kendall and SW 127 <sup>th</sup> Ave park-and-ride will enter final design in 2015.	↑

#### 4.7.2 Park-and-Ride Facilities

**Parking Space Counters and Real-Time Dynamic Message signs at Metrorail Station Park-and-Ride Facilities:** MDT proposes to provide real-time parking space counters and dynamic message signs at all Metrorail Station Park-and-Ride Facilities. MDT will implement this project incrementally starting with the larger and higher demand Metrorail parking facilities. Once implemented, Metrorail customers will be able to check real-time parking availability along with the estimated time of arrival of the next train approaching a particular station via the Internet, smart phones, tablets, and electronic signs. The following park-and-ride facilities have been selected for phase I implementation:

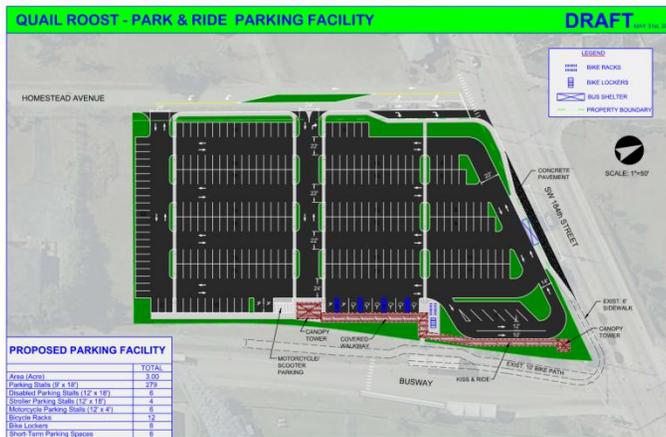
- Dadeland South;
- Dadeland North;
- South Miami;
- Earlington Heights; and
- Okeechobee.

The completion date for phase I implementation is December 2016.

**Unity Station (NW 27<sup>th</sup> Avenue and NW 215<sup>th</sup> Street):** A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27<sup>th</sup> Avenue has been identified as a strategic park-and-ride location for the NW 27<sup>th</sup> Avenue Enhanced Bus Service project. Up to 350 parking spaces are proposed for this facility which would serve the northern most station for new enhanced bus or BRT service in the corridor. This park-and-ride lot also provides strategic transit oriented development (TOD) opportunities. This facility is anticipated to open in 2019.



**SW 127<sup>th</sup> Avenue/SW 88<sup>th</sup> Street/Kendall Drive:** MDT is planning to construct a 180-space park-and-ride lot on approximately 2.8 acres at the southeast corner of SW 88<sup>th</sup> Street and SW 127<sup>th</sup> Avenue. This park-and-ride facility will serve the Kendall Cruiser which began service in June 2010. The County has issued a Notice to Proceed (NTP) to a design consultant to develop construction plans. The completion date for this facility is estimated for September 2017.



**Busway and Quail Roost Drive/ (Busway and SW 184<sup>th</sup> Street):** MDT acquired approximately three (3) acres of vacant property located adjacent to the Busway (between SW 184<sup>th</sup> Street and SW 186<sup>th</sup> Street) on which a park-and-ride facility is planned to be constructed. The proposed park-and-ride facility will accommodate approximately 279 parking spaces and six (6) kiss-and-ride spaces. The facility will also include fencing, landscaping and lighting improvements. It is anticipated that this facility will be completed in August 2018.





#### 4.8 2014 Consistency Analysis

For the FY 2015 – 2024 TDP Major Update, a listing of committed bus service improvements and adjustments planned for 2014 were included. A consistency analysis of these committed improvements is being performed for this TDP to assess and measure MDT's adherence to implementation plans presented in the 2014 Major Update.

The results of the consistency analysis for improvements implemented between January and December 2014 is presented in Table 4-3: 2014 TDP Consistency Analysis. Each of the service changes are identified according to whether it was a programmed commitment of the FY 2015 – 2024 TDP Major Update as indicated with a check mark or an additional change not included in the TDP Major Annual Update as marked by an asterisk.

Between January and December of 2014, MDT made a total of 24 bus service improvements and adjustments. Among these adjustments were two (2) additional improvements that were not part of the TDP Major Update. The Major Update anticipated 28 committed bus service improvements and adjustments. Of these, 22 were implemented as expected in 2014, resulting in a 79 percent level of consistency.

**Table 4-3: 2014 TDP Consistency Analysis**

2014 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2014				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2014 TDP CONSISTENCY
√	<b>Implemented service change committed to in previous TDP</b>			
*	<b>Implemented service change not included in previous TDP</b>			
3	Aventura Mall, The Mall at 163 <sup>rd</sup> St, Biscayne Boulevard, Omni Metromover Station/Bus Terminal, Government Center Metrorail station, Stephen P. Clark Center, Downtown Bus Terminal, Main Library, Miami Art Museum, Historical Museum.	Minor schedule adjustments in both directions throughout the day seven days a week	November 23, 2014	√
7	MIA Metrorail station, City of Sweetwater, Dolphin Mall, Miami International Mall, Fontainebleau Blvd., Mall of the Americas, Downtown Bus Terminal, Main Library, Historical Museum of South Florida, Miami Art Museum, MDC Wolfson Campus, Historic Overtown/Lyric Theatre Metrorail station.	Minor schedule adjustments in both directions seven days a week	August 17, 2014	√
8	Florida International University Bus Terminal, FIU South Campus, SW 8 <sup>th</sup> St west of SW 82 <sup>nd</sup> Ave, Coral Way west of 82 Ave (Rt. 8), Westchester Shopping Center (Rt. 8), Little Havana, Calle Ocho, Brickell Metrorail Station, MDC Wolfson Campus	Major weekday schedule adjustments in both directions to increase schedule reliability	August 17, 2014	√
10	Skylake Mall, The Mall at 163 <sup>rd</sup> St, City of North Miami Beach, City of North Miami, NE 2 <sup>nd</sup> Ave, Omni Metromover Station/Bus Terminal	On Sundays, the 6:28 pm southbound trip will leave NE 18 <sup>th</sup> Ave/185 <sup>th</sup> St two minutes later at 6:30 pm	November 23, 2014	*

2014 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2014				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2014 TDP CONSISTENCY
√	<b>Implemented service change committed to in previous TDP</b>			
*	<b>Implemented service change not included in previous TDP</b>			
16	City of North Miami Beach, The Mall at 163 <sup>rd</sup> St, NE 6 <sup>th</sup> Ave, City of North Miami, City of Biscayne Park, City of Miami Shores, City of El Portal, Biscayne Boulevard, Omni Bus Terminal.	Minor schedule adjustments in both directions throughout the day seven days a week	November 23, 2014	√
27	Calder Casino & Race Track, Sun Life Stadium, Carol City, NW 27 <sup>th</sup> Ave, Miami Dade College North Campus (weekdays/Saturdays; no overnight trips), Dr. Martin Luther King Jr. Metrorail station (no overnight trips), Brownsville Metrorail station (no overnight trips), Coconut Grove Metrorail station	Minor weekday schedule adjustments in both directions throughout the day	August 17, 2014	√
46/Liberty City Connection	WEEKDAY RUSH-HOUR SERVICE ONLY. Caleb Center, Brownsville Metrorail station, NW 54 <sup>th</sup> St, NW 37 <sup>th</sup> Ave, NW 46 <sup>th</sup> St, NW 10 <sup>th</sup> Ave, Winn Dixie, Belafonte Tacolcy Center, Miami Northwestern High School, MDC Entrepreneurial Center	A portion of route along NW 54 <sup>th</sup> St, NW 37 <sup>th</sup> Ave, NW 46 <sup>th</sup> St between NW 37 <sup>th</sup> Ave and NW 27 <sup>th</sup> Ave is discontinued. The route is realigned to operate on NW 27 <sup>th</sup> Ave between Brownsville Metrorail Station and NW 46 <sup>th</sup> St. Service frequency reduced from 45 minutes to 60 Minutes	August 17, 2014	√
52	Dadeland North Metrorail Station, Dadeland Mall, Dadeland South Metrorail Station, Busway SW 104 <sup>th</sup> Street to SW 144 <sup>th</sup> Street, Richmond Heights, Perrine Shopping Center, Robert Morgan Tech., Dept. of Children & Families (weekdays only), Southland Mall Park & Ride Lot, South Miami-Dade Govt. Center, Old Cutler Road, Health Center	The route ends at Dadeland South Metrorail Station instead of the Dadeland North Station. The portion of the route between the two stations is discontinued. Schedule adjustments in both directions seven days a week	August 17, 2014	√

2014 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2014				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2014 TDP CONSISTENCY
√	<b>Implemented service change committed to in previous TDP</b>			
*	<b>Implemented service change not included in previous TDP</b>			
54	Miami Gardens Drive & NW 87 <sup>th</sup> Ave (weekdays only), City of Hialeah, Westland Mall, Hialeah Metrorail station, Department of Children and Families, Brownsville Metrorail station, Biscayne Boulevard/NE 58 <sup>th</sup> St	Minor westbound running time adjustment between W 49 <sup>th</sup> St/17 <sup>th</sup> Ct and W 60 <sup>th</sup> St/24 <sup>th</sup> Ave throughout the day	August 17, 2014	√
57	WEEKDAY SERVICE ONLY. Tri-Rail Airport Station, Miami International Airport (MIA) Metrorail station, South Miami Metrorail station, Red Road (NW/SW 57 <sup>th</sup> Ave), Busway at SW 152 <sup>nd</sup> St, SW 152 <sup>nd</sup> St Park & Ride Lot, Jackson South Hospital	Segment of the route on NW 42 <sup>nd</sup> Ct serving the Airport Villas is discontinued. Minor schedule adjustments in both directions throughout the day	August 17, 2014	√
70	Saga Bay at SW 212 <sup>th</sup> St/85 Ave (selected trips on Saturday & Sunday), South Miami-Dade Government Center, Southland Mall, Community Health Center of South Dade, Goulds, Princeton, Homestead Air Reserve Base, Naranja, Homestead, Florida Keys Outlet Center, Homestead High School (selected trips), Florida City	Schedule adjustments in both directions seven days a week	August 17, 2014	√
71	SW 107 <sup>th</sup> St & 109 <sup>th</sup> Ct extended on weekdays during midday hours, Dolphin Mall, Miami International Mall, Florida International University at Modesto A. Maidique Campus, SW 107 <sup>th</sup> Ave, Concord Shopping Plaza, Miami Dade College Kendall Campus	Northbound trips do not loop through the Miami International Mall parking lot and won't serve NW 107 <sup>th</sup> Ave and NW 14 <sup>th</sup> St bus stop. Minor schedule adjustments are made in both directions seven days a week	August 17, 2014	√

<b>2014 TDP CONSISTENCY ANALYSIS SUMMARY</b>				
<b>JANUARY TO DECEMBER 2014</b>				
<b>ROUTE</b>	<b>DESCRIPTION</b>	<b>IMPROVEMENT / ADJUSTMENT</b>	<b>START DATE</b>	<b>2014 TDP CONSISTENCY</b>
√	<b>Implemented service change committed to in previous TDP</b>			
*	<b>Implemented service change not included in previous TDP</b>			
72	West Kendall Transit Terminal/Park & Ride Lot, SW 56 <sup>th</sup> St/140 <sup>th</sup> Ave (Route 72), South Miami Metrorail Station.	Minor westbound schedule adjustments made on Saturdays.	August 17, 2014	√
88	Dadeland North Metrorail station, Dadeland Mall, Kendall Drive/SW 150 <sup>th</sup> Ave Park & Ride Lot, and West Kendall Transit Terminal/Park & Ride Lot.	Saturday service change from 24 minutes to 30 minutes. Schedule adjustments made in both directions	August 17, 2014	√
95 Express - Golden Glades/Brickell	WEEKDAY RUSH-HOUR SERVICE ONLY. Golden Glades Park & Ride Lot, Civic Center, Veterans Hospital, Jackson Memorial Hospital, Norwood, Earlington Heights Metrorail station, Downtown Miami, Brickell	The afternoon northbound Brickell trips leave SE 8 <sup>th</sup> St/Brickell Ave five minutes earlier than currently scheduled except the last trip scheduled to leave at 6:02 pm. All trips serve the courthouse as currently scheduled.	November 23, 2014	√
102 (B)	Brickell Metrorail station, Brickell Business District, Rickenbacker Causeway, Miami Seaquarium, Crandon Park, Village of Key Biscayne, Cape Florida State Park	Southbound trips are realigned to operate on SW 1 <sup>st</sup> Ave to SW 13 <sup>th</sup> St, and then east to Brickell Ave. Southbound trips leaving Brickell Metrorail Station will no longer serve SW/SE 8 <sup>th</sup> St or Brickell Ave between SE 8 <sup>th</sup> St and SE 13 <sup>th</sup> St	August 17, 2014	√
105 (E)	Golden Glades Park & Ride Lot, Jackson North, The Mall at 163 <sup>rd</sup> St, City of North Miami Beach, Eastern Shores, Winston Towers, Aventura Mall, Turnberry Isle, Diplomat Mall/Hallandale	Late night service to the Yacht Club, the loop trips are discontinued seven days a week	November 23, 2014	√

<b>2014 TDP CONSISTENCY ANALYSIS SUMMARY</b>				
<b>JANUARY TO DECEMBER 2014</b>				
<b>ROUTE</b>	<b>DESCRIPTION</b>	<b>IMPROVEMENT / ADJUSTMENT</b>	<b>START DATE</b>	<b>2014 TDP CONSISTENCY</b>
√	<b>Implemented service change committed to in previous TDP</b>			
*	<b>Implemented service change not included in previous TDP</b>			
115 / 117 Mid-North Beach Connection	Harding/88 <sup>th</sup> St, Alton Road, Sheridan Avenue, Lincoln/Washington, Mt. Sinai Medical Center, 17 <sup>th</sup> St/Washington Ave.	The portion of the route along Meridian Ave is discontinued. The route will remain on Alton Rd between 47 <sup>th</sup> St and 48 <sup>th</sup> St. Minor schedule adjustments in both directions throughout the day seven days a week	November 23, 2014	√
120 Beach MAX	Downtown Bus Terminal, Main Library, Historical Museum, Miami Art Museum, Govt. Center Metrorail station, Miami Dade College Wolfson Campus, Omni Bus Terminal, MacArthur Causeway, City of Miami Beach, Collins Avenue, Town of Surfside, City of Bal Harbour, Haulover Park Marina, Aventura Mall.	An additional weekday northbound trip to Aventura Mall departing from the Omni Terminal at 7:40 am arriving at the mall at 8:48 am	August 17, 2014	√
137	Dolphin Mall, Miami International Mall, Sweetwater, Kendale Lakes, Kendall-Tamiami Executive Airport, Tamiami/Pineland Industrial Park, SW 147 <sup>th</sup> Ave./180 <sup>th</sup> St., Serena Lakes, Larry & Penny Thompson Memorial Park, Southland Mall, South Dade Government Center	The portion of the route along SW 142 <sup>nd</sup> Ave, SW 172 <sup>nd</sup> St and SW 139 <sup>th</sup> Ave serving Serena Lakes is discontinued/ The route remain on SW 180 <sup>th</sup> St between SW 147 <sup>th</sup> Ave and SW 137 <sup>th</sup> Ave. Minor schedule adjustments made in both directions seven days a week	August 17, 2014	√

2014 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2014				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2014 TDP CONSISTENCY
√	<b>Implemented service change committed to in previous TDP</b>			
*	<b>Implemented service change not included in previous TDP</b>			
200/Cutler Bay Local	NO SUNDAY SERVICE. South Dade Shopping Center, Southland Mall, Town of Cutler Bay Town Hall, South Miami-Dade Cultural Arts Center, South Dade Government Center, Social Security Office, Health South on Old Cutler Road, Old Cutler Towne Center.	The route start and end on Old Cutler Rd before Franjo Rd instead of on SW 112 <sup>th</sup> Ave/211 <sup>th</sup> St. The last trip will leave SW 112 <sup>th</sup> Ave/211 <sup>th</sup> St 10 minutes earlier at 4:40 pm.	August 17, 2014	√
200/Cutler Bay Local	NO SUNDAY SERVICE. South Dade Shopping Center, Southland Mall, Town of Cutler Bay Town Hall, South Miami-Dade Cultural Arts Center, South Dade Government Center, Social Security Office, Health South on Old Cutler Road, Old Cutler Towne Center.	Saturday service added to the route operate at the same schedule as weekdays	November 23, 2014	*
238/East-West Connection	Weekday Service Only. Dolphin mall, passes by Miami International Mall, NW 72 <sup>nd</sup> Ave/25 <sup>th</sup> St. (Airport Corporate Center), Airport Cargo City, NW 65 <sup>th</sup> Ave/Blue Lagoon Dr., Airport Hilton Hotel and Miami International Airport (MIA) Metrorail Station	Minor weekday schedule adjustments in both directions throughout the day	November 23, 2014	√
243/ Seaport Connection	Overtown Transit Village, Seaport	Route discontinued because of low ridership	August 17, 2014	√